PROPOSED SIGNS

17 — ⇦ Friendship Rd — D3-2 VARIABLE X 16"

20 — ⇦ Seahawk Rd — D3-2 VARIABLE X 16"

18 — Seahawk Rd ⇨ — D3-2 VARIABLE X 16"

21 — Friendship Rd ⇨ — D3-2 VARIABLE X 16"

24 — ONLY — R3-5 30" x 36"

25 — Ocean Gateway — D3-2 (DUAL-FACED) VARIABLE X 16"

23 — WEST 50 — M3-2 30"x 15", M1-4 36"x 36", M5-1 30"x 24" — ASSOCIATED SHIELD ASSEMBLY 36" x 75"

28 — EAST 50 — M3-2 30"x 15", M1-4 36"x 36", M5-1 30"x 24" — ASSOCIATED SHIELD ASSEMBLY 36" x 75"

US 50 IS CONSIDERED TO RUN IN AN EAST-WEST DIRECTION

EXISTING SIGNS

16 — NORTH MARYLAND 452 ←

19 — NORTH MARYLAND 452 →

22 — EAST 50 →

26 — WEST 50 ←

15 — W3-3 48"x48"

27 — WEST 50 →

29 — EAST 50 ←

PROPOSED SIGNALS

3.4.7.8 — R, Y, G, G — 12"

11.13 — R, Y, G, G — 12"

5.6.9. 10.12.14 — R, Y, G — 12"

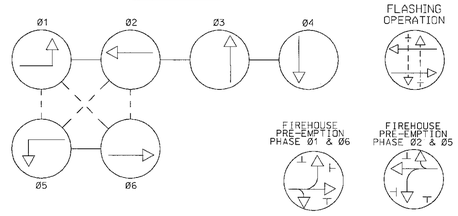
■ – VIDEO DETECTION CAMERA (A-D)

EXISTING SIGNALS

1.2 — Y — 12"

→ – OPTICOM DETECTOR

NEMA PHASING:



PHASING NOTES:
1.) PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
2.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

CONSTRUCTION DETAILS

A. Install 27' steel pole with a 50' (cut to 40") mast arm, traffic signal heads, signs, opticom detector and video detector camera as shown. (Note: 1-3", 90°polyvinyl chloride (Schedule 80) bend.)

B. Install 27' steel pole with twin 60'-50' mast arms, traffic signal heads, signs, opticom detector and video detector cameras as shown. (Note: 1-3", 90°polyvinyl chloride (Schedule 80) bend.)

C. Install 14' breakaway pedestal pole with a traffic signal head as shown. (Note: 1-3", 90°polyvinyl chloride (Schedule 80) bend.)

D. Remove existing pedestal pole and all attached equipment as shown.

E. Install NEMA size "6" base-mounted cabinet and controller with electrical utility service equipment, video interface, opticom discrimination module and all necessary equipment as shown (Opticom discrimination module is to be relocated from existing cabinet)..

F. Install handhole.

G. Install 3" polyvinyl chloride electrical conduit (Schedule 80) (trenched).

H. Install 4" polyvinyl chloride electrical conduit (Schedule 80) (trenched).

J. Install 4" polyvinyl chloride electrical conduit (Schedule 80) (bored).

K. Pull back existing 2 conductor aluminum shielded cables for eastbound advance detection and HIB signal cable from existing cabinet to this handhole. Reroute cables thru proposed conduit to new controller. Adjust handhole to grade and pour concrete collar.

L. Pull back existing 2 conductor aluminum shielded cables for westbound advance detection from existing cabinet to this handhole. Reroute cables thru proposed conduit to new controller. Adjust handhole to grade and pour concrete collar.

M. Remove existing strain pole all attached signal equipment and foundation 12" below grade. Cap and abandon existing conduit.

N. Remove existing cabinet and controller and foundation 12 in. below grade. Cabinet and controller shall be delivered to SHA.

O. Remove existing span wire, tether wire, signal heads and sign.

P. Remove existing handhole. Cap and abandon existing conduit.

Q. Proposed video detection area.

R. Use existing 6' x 6' loop detector.

S. Maintain existing conduit

T. Maintain existing handhole.

U. Maintain existing Hazard Identification Beacon.

V. Existing overhead service to be removed by Conectiv.

W. Install 3" polyvinyl chloride electrical conduit (Schedule 80) (trenched) for electrical service by Conectiv and 2" polyvinyl chloride electrical conduit (Schedule 80) in same trench for telephone drop.

GENERAL NOTES:

1. All underground utilities shown on these plans are schematic only and may not be complete. The contractor shall be responsible for notifying "MISS UTILITY" prior to construction so that all utilities may be located in the field. If the contractor perceives that a conflict between the utilities and the traffic signal will occur, the contractor shall notify the project engineer immediately so that the conflict may be resolved.

2. All Traffic Signal Foundations shall be installed at the Final Sidewalk or Curb grade for closed sections. Highest Roadway Profile Grade for open sections, to meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, and MD 818.04 The contractor shall verify ultimate grades prior to the installation of all signal equipment.

SHA# W0421A52/B52 TOD# AT355-03

GEOMETRIC LEGEND

PROPOSED
EXISTING

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE — A — A
ELECTRIC — E — E
TELEPHONE — T — T
GAS — G — G
SEWER — S — S
WATER — W — W
CABLE TV — TV — TV

REVISION "F"

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400 Crain Hwy. N.W.
Glen Burnie, MD 21061
Ph (410) 590-5500
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4610.dgn WT-37

REVISIONS

F 8-31-04 RECONSTRUCT SIGNAL USING MAST ARMS SHA NO.: AT2885185 — RRZ — DAZ
E 04-03 INSTALL OPTICOM ON E/B & W/B US 50 SHA NO.: AT2885185 — WM | MAR | DAZ | BRK | TH
D 08-97 INSTALL THE EASTBOUND H.I.B. AND LEFT TURN SIGNAL SHA NO.: AW2765A52/ B52 — NML | KW | DJD | DAZ | BRK | GRS
C 12-17-80 REVISED PHASING TO INCLUDE LEFT TURN SHA NO. — TMZ

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

NOTE: THIS IS A REVISION TO MD-501.001-16-1975 DATED OCT. 16-1975 ON ORIGINAL PLAN ON FILE

DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

US 50 and MD 452/ SEAHAWK ROAD

BERLIN, MARYLAND

DRAWN BY: Ann Thompson	F.A.P. NO.	TS NO. 506 F	SHEET NO. 1 OF 2
CHECKED BY: A Rabchak	S.H.A. NO.		
SCALE: 1"= 20'	COUNTY: WORCESTER	T.I.M.S. NO. G373	
DATE: 05-16-1975	LOG MILE: 23005008.38		

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